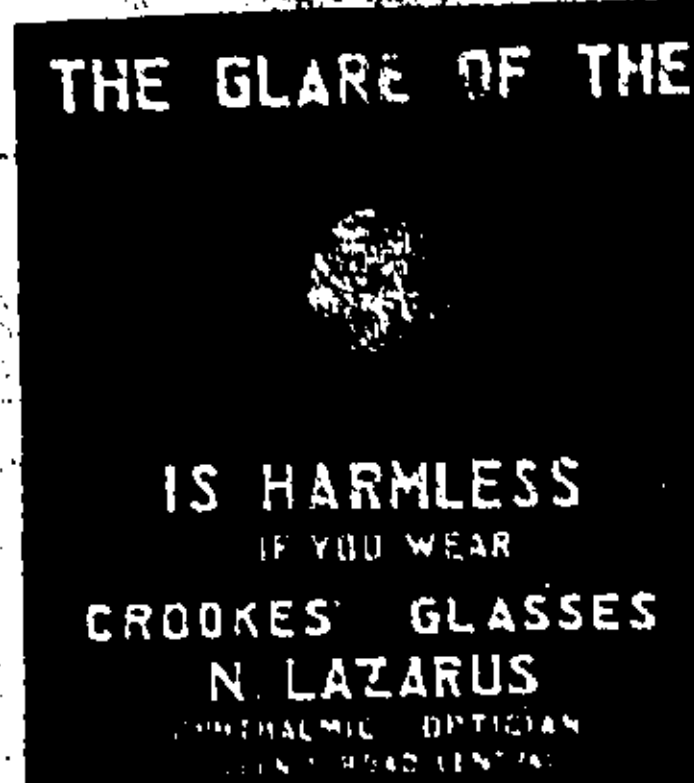




Hongkong Daily Press.

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No. 19,043

號三十四零千九萬一第

日十月五年未己

HONGKONG, MONDAY, JUNE 9th, 1919.

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TIME TABLE

| WEEK DAYS. | |
|------------|-------------------------------|
| 7.00 a.m. | to 8.00 a.m. Every 15 minutes |
| 8.00 | " " " " " " |
| 8.30 | " " " " " " |
| 9.00 | " " " " " " |
| 9.30 | " " " " " " |
| 10.00 | " " " " " " |
| 10.30 | " " " " " " |
| 11.00 | " " " " " " |
| 11.30 | " " " " " " |
| 12.00 p.m. | to 1.00 p.m. Every 15 minutes |
| 1.00 | " " " " " " |
| 1.30 | " " " " " " |
| 2.00 | " " " " " " |
| 2.30 | " " " " " " |
| 3.00 | " " " " " " |
| 3.30 | " " " " " " |
| 4.00 | " " " " " " |
| 4.30 | " " " " " " |
| 5.00 | " " " " " " |

NIGHT CARS.

10.50 p.m., 8.00 p.m., 5.30 p.m.
8.30 p.m. to 11.30 p.m. Every 30 minutes
11.45 p.m.

SATURDAY.

Extra Car—12.00 Midnight

SUNDAY.

| WEEK DAYS. | |
|------------|--------------------------------|
| 7.30 a.m. | to 10.30 a.m. Every 15 minutes |
| 8.00 | " " " " " " |
| 8.30 | " " " " " " |
| 9.00 | " " " " " " |
| 9.30 | " " " " " " |
| 10.00 | " " " " " " |
| 10.30 | " " " " " " |
| 11.00 | " " " " " " |
| 11.30 | " " " " " " |
| 12.00 p.m. | to 1.00 p.m. Every 15 minutes |
| 1.00 | " " " " " " |
| 1.30 | " " " " " " |
| 2.00 | " " " " " " |
| 2.30 | " " " " " " |
| 3.00 | " " " " " " |
| 3.30 | " " " " " " |
| 4.00 | " " " " " " |
| 4.30 | " " " " " " |
| 5.00 | " " " " " " |

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TIME-TABLE.

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DOWN TRAINS.

| Station | No. 1 Local | No. 2 Through | No. 3 Local | No. 4 Through | No. 5 Local | No. 6 Through | No. 7 Local | No. 8 Through |
|-----------------------|----------------|------------------|----------------|------------------|----------------|------------------|----------------|------------------|
| CANTON (Tsi Sha Tsui) | dep. 7.30 | dep. 7.30 | dep. 7.30 | dep. 7.30 | dep. 7.30 | dep. 7.30 | dep. 7.30 | dep. 7.30 |
| HEI LUO | arr. 7.45 | arr. 7.45 | arr. 7.45 | arr. 7.45 | arr. 7.45 | arr. 7.45 | arr. 7.45 | arr. 7.45 |
| Shum Chai | dep. 7.50 | dep. 7.50 | dep. 7.50 | dep. 7.50 | dep. 7.50 | dep. 7.50 | dep. 7.50 | dep. 7.50 |
| Shinghai | dep. 8.00 | dep. 8.00 | dep. 8.00 | dep. 8.00 | dep. 8.00 | dep. 8.00 | dep. 8.00 | dep. 8.00 |
| Paoli | dep. 8.10 | dep. 8.10 | dep. 8.10 | dep. 8.10 | dep. 8.10 | dep. 8.10 | dep. 8.10 | dep. 8.10 |
| Tai Po | dep. 8.20 | dep. 8.20 | dep. 8.20 | dep. 8.20 | dep. 8.20 | dep. 8.20 | dep. 8.20 | dep. 8.20 |
| Tai Po | dep. 8.30 | dep. 8.30 | dep. 8.30 | dep. 8.30 | dep. 8.30 | dep. 8.30 | dep. 8.30 | dep. 8.30 |
| Yamau | dep. 8.40 | dep. 8.40 | dep. 8.40 | dep. 8.40 | dep. 8.40 | dep. 8.40 | dep. 8.40 | dep. 8.40 |
| Shum Chai | dep. 8.50 | dep. 8.50 | dep. 8.50 | dep. 8.50 | dep. 8.50 | dep. 8.50 | dep. 8.50 | dep. 8.50 |
| KOWLOON | arr. 9.00 | arr. 9.00 | arr. 9.00 | arr. 9.00 | arr. 9.00 | arr. 9.00 | arr. 9.00 | arr. 9.00 |

UP TRAINS.

| Station | No. 9 Local | No. 10 Through | No. 11 Local | No. 12 Through | No. 13 Local | No. 14 Through | No. 15 Local | No. 16 Through |
|-----------------------|----------------|-------------------|-----------------|-------------------|-----------------|-------------------|-----------------|-------------------|
| KOWLOON | dep. 10.10 | dep. 10.10 | dep. 10.10 | dep. 10.10 | dep. 10.10 | dep. 10.10 | dep. 10.10 | dep. 10.10 |
| Shum Chai | arr. 10.20 | arr. 10.20 | arr. 10.20 | arr. 10.20 | arr. 10.20 | arr. 10.20 | arr. 10.20 | arr. 10.20 |
| Yamau | dep. 10.30 | dep. 10.30 | dep. 10.30 | dep. 10.30 | dep. 10.30 | dep. 10.30 | dep. 10.30 | dep. 10.30 |
| Tai Po | arr. 10.40 | arr. 10.40 | arr. 10.40 | arr. 10.40 | arr. 10.40 | arr. 10.40 | arr. 10.40 | arr. 10.40 |
| Tai Po | dep. 10.50 | dep. 10.50 | dep. 10.50 | dep. 10.50 | dep. 10.50 | dep. 10.50 | dep. 10.50 | dep. 10.50 |
| Paoli | arr. 11.00 | arr. 11.00 | arr. 11.00 | arr. 11.00 | arr. 11.00 | arr. 11.00 | arr. 11.00 | arr. 11.00 |
| Shinghai | dep. 11.10 | dep. 11.10 | dep. 11.10 | dep. 11.10 | dep. 11.10 | dep. 11.10 | dep. 11.10 | dep. 11.10 |
| Shum Chai | arr. 11.20 | arr. 11.20 | arr. 11.20 | arr. 11.20 | arr. 11.20 | arr. 11.20 | arr. 11.20 | arr. 11.20 |
| CANTON (Tsi Sha Tsui) | arr. 11.30 | arr. 11.30 | arr. 11.30 | arr. 11.30 | arr. 11.30 | arr. 11.30 | arr. 11.30 | arr. 11.30 |

* Will stop at Tai Po and Shinghai for First-Class Passengers on Notice
being given to the guard.

NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the services mentioned in this
table will connect with the trains as shown.

SHA TAU KOK BRANCH.

| Station | Time | Station | Time |
|-------------|-----------|-------------|------------|
| Fauling | dep. 8.30 | Sha Tau Kok | dep. 10.30 |
| Sha Tau Kok | arr. 8.45 | Fauling | arr. 11.15 |

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Two Floating Cranes of 60 and 40 tons each, besides 140 tons China Crane.

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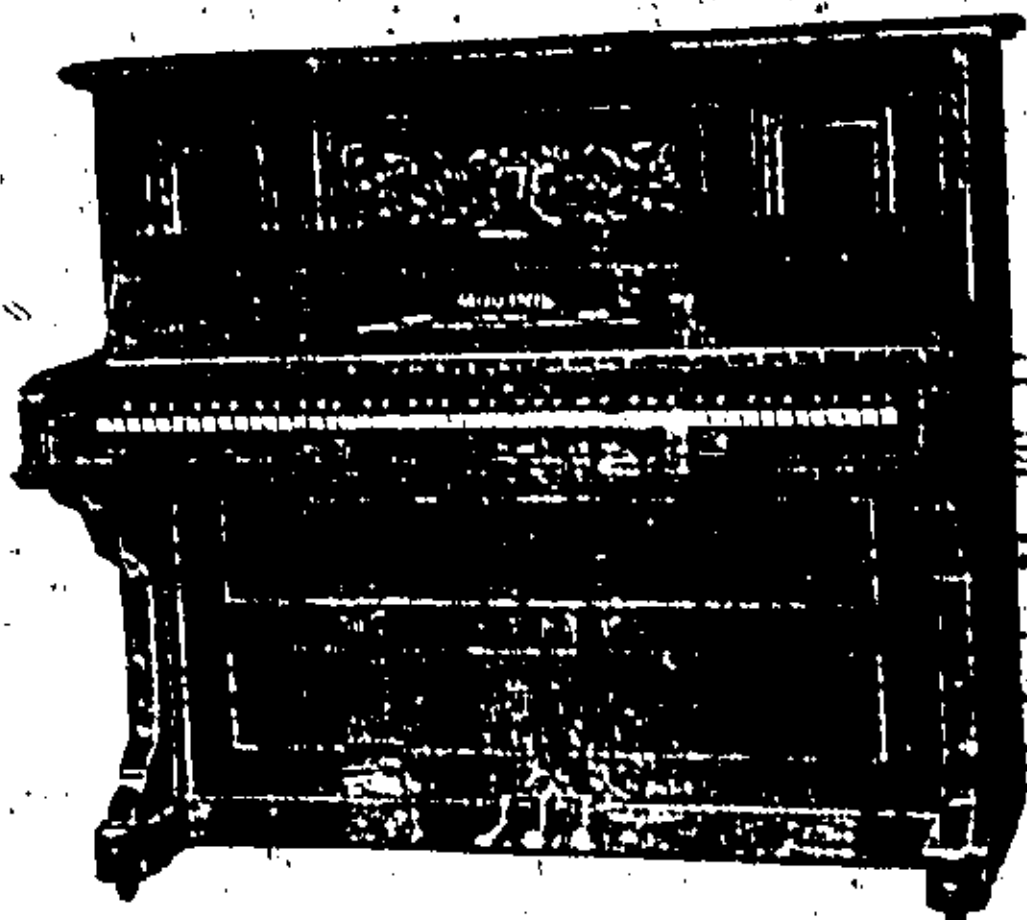
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[637]

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SATURDAY'S MEETING.

THE SUCCESS OF THIS "JOHN PEE" TABLE.

PATRONS.—H.E., the Officer Administering the Government (the Hon. Mr. Chubb, C.M.G.); H.E. Vice-Admiral Sir F. C. T. Tudor, K.C.M.G.; C.B.; H.E. Major-General F. Ventris; and Commodore V. G. Turner, R.N.

COMMITTEES.—The Stewards of the Hongkong Jockey Club (ex-officio), the Hon. Mr. John Johnstone, Mr. D. M. Ross, Mr. J. Gibb, Mr. G. C. Maxon, Major L. Cassel, Mr. C. H. Blason, Mr. J. H. Congdon, Hon. Treasurer, Mr. W. J. Morrison, Hon. Secretary, Mr. H. B. L. Dowbiggin, Judge, Commodore V. G. Turner, R.N.; Handicapper, Mr. D. M. Ross; In charge of the scale, Mr. J. Gibb; 1st Starter, Mr. P. M. Hodgson; 2nd Starter, Mr. J. H. Congdon; Time-keeper, Mr. M. S. Sassoon.

A feature of the meeting of the Hongkong Gymkhana Club at Happy Valley, on Saturday, was the success of the "John Peel" stable, which obtained four wins and a place. Three of the wins were gained by new ponies—Lord Lorne, "Red Ensign" and "Paper Money"—and those who were not aware of the satisfactory showing of these ponies on the training-track were undoubtedly surprised at the convincing manner in which each won its race. The other "John Peel" win was secured by "Alexander," who was wisely put in for a five-furlong race. The pony has clearly indicated in the past that it is a poor trier in a mile race, and the fact that it won on Saturday, on a sudden and heavy course, in better time than it had ever before, was a surprise. It was the same race at the previous Gymkhana on a dry and fast course. Just as the same time we made some time back that Alexander's forte was in a short race.

The attendance on Saturday was somewhat owing to the threatening weather, and the occasional drizzle in the latter part of the afternoon did not prove matters. The going was very heavy, the course having several inches of water in places, and the riders were beset with mud when taking the bends. The racing, however, was unusually keen, as may be seen from a comparison of some of the times registered with those at the two previous Gymkhana, when fine weather prevailed. The genuine surprise of the day was the win by "Jude" (Soares), in the half-mile handicap. Mr. Soares has been improving in his riding lately, in that race, he showed good judgment in getting a place on the rails in the straight, and keeping there. Sedgwick, on "Wedding Bells," did not expect opposition from that quarter, and Mr. Soares certainly deserved the applause which greeted him when he rode into the paddock. The six persons who had backed him for a win were each rewarded with a dividend of \$211.50. "Malcolm's" failure to carry off the Gymkhana Stakes was a source of great disappointment to many. One fancy that the weight it carried told on it, owing to the heavy going. The Ladies' Nomination race provided much fun. Mr. Lucas was the first to start back home, but his pony would not negotiate the hurdle. Mr. Soares, who finished second, was the last to reach the finish on the outward run. Mr. G. W. Gegg is to be congratulated on his success in winning on "Alexander," "Red Ensign," and "Paper Money." He has had bad luck of late, and consequently, his victories on Saturday must have given great pleasure to his friends.

The results were as follows:—

THE RESULTS.

FIVE FURLONGS RACE.—Handicap.

Mr. John Peel's Alexander, 162 lbs. (Mr. Gegg) 1
Mr. Thomas' Bend Or, 140 lbs. (Mr. Sedgwick) 2
Mr. St. George's Gentle Cat, 157 lbs. (Mr. Sutton) 3
Mr. Grimstone's Wedding Bells, 149 lbs. (Mr. Doyle) 4
Mr. Buxey's Hector, 143 lbs. (Mr. Mody) 5
Mr. Congdon's Dun Duke, 146 lbs. (Mr. Thompson) 6
Mr. Soares' Lovejoy, 145 lbs. (Mr. Soares) 0

The ponies got away to a straggly start, with Alexander and Bend Or so advantageously placed that it was plain they would not be caught. Gentle Cat and Wedding Bells ran together in second place for most of the race, while Dun Duke made a vain but strenuous attempt to make up the six lengths or so it had lost. Bend Or led in the bend and showed the way into the straight, but Alexander gradually forged ahead in the straight. The finish was exciting, first one pony and then the other seeming to lead. Gegg on Alexander made a rush just at the post and caught the judge's eye by a short head. Gentle Cat was a poor third, three lengths behind Bend Or.

Time: 1min. 10.4-seconds.
Pari-mutuel. Cash Sweep.
Winner: \$12.40 Ticket No.
1. 6.10 250, \$523.25
2. 6.40 171, 149.50
3. 6.40 42, 74.75

GYMKHANA STAKES.

Mr. John Peel's Red Ensign, 155 lbs. (Mr. Gegg) 1
Mr. Doyle's Rochester, 148 lbs. (Mr. Doyle) 2
Mr. Ross' Pink Eye, 151 lbs. (Mr. Sedgwick) 3
Mr. Horsford's Malcolm, 161 lbs. (Mr. Sutton) 0

The ponies got well away. When they passed the post for the first time Red Ensign was leading, with Pink Eye a length behind and the other two running together in third place. This order was maintained till the incline, when Malcolm made an effort to improve its position. Red Ensign led in the bend, in which the field closed up. About this time Pink Eye dropped back, and Doyle cleverly piloted his mount, hugging the rails, into second place. When Red Ensign got into the straight, Rochester was only half a length behind, and for a while it seemed as if the Doyle pony would win. Red Ensign was going too well to be caught, and, increasing its lead, won easily by two lengths. Pink Eye finished a length behind Rochester.

Time: 2mins. 10.1-seconds.
Pari-mutuel. Cash Sweep.
Winner: \$19.60 Ticket No.
1. 9.70 94, 733.25
2. 9.70 197, 209.50
3. 9.10 192, 104.75

HANDICAP. Class "A".—Once Round.

Mr. John Peel's Lord Lorne, 160 lbs. (Mr. Sedgwick) 1
Mr. Humphrey's Grey Mouse, 162 lbs. (Mr. Doyle) 2
Messrs. G. & G's Viola, 154 lbs. (Mr. Gegg) 3
Mr. Gilpin's Dusky, 151 lbs. (Mr. Sutton) 0

Dusky gave some trouble to the starter but finally got into good position. Viola was leading at the start, but was soon overtaken by Dusky who led from the three-quarter mile post till the rock, when it was again displaced by Viola down the incline. Lord Lorne, which had been running strongly in good position, now began to forge ahead. Dusky had spent its effort by the time the bend was reached, and Lord Lorne ran abreast of Viola for a while before it took the lead. Grey Mouse came out in the bend and when getting into the straight was between Lord Lorne and Grey Mouse. The latter stopped trying just before the winning post and was beaten by Lord Lorne, a regular race by six lengths. Viola was third, two lengths behind Grey Mouse.

Time: 1min. 58.3-seconds.
Pari-mutuel. Cash Sweep.
Winner: \$8.70 Ticket No.
1. 6.50 200, \$796.25
2. 11.20 6, 227.50
3. 11.20 114, 113.75

HANDICAP. Class "B".—Once round.

Mr. Thomas' Bend Or, 147 lbs. (Mr. Krammer) 1
Mr. John Peel's Burning Daylight, 158 lbs. (Mr. Gegg) 2
Mr. Adams' Rheostat, 143 lbs. (Mr. Adams) 3
Mr. Dowbiggin's Morning Star, 153 lbs. (Mr. Sutton) 0
Mr. Medico's Cornhill, 153 lbs. (Mr. Sedgwick) 0
Mr. Soares' Jude, 147 lbs. (Mr. Soares) 0
Mr. Nemaze's Jayhoon, 144 lbs. (Mr. Nemaze) 0
Mr. Buxey's Excelsior, 144 lbs. (Mr. Mody) 0

A good start. Bend Or, who had the rails, was cleverly kept in that position in the conclusion soon after the start. Bend Or led from Elford for about 300 yards, and then the latter was displaced by Burning Daylight, who made a very good showing indeed. Elford ran in third place for a time till Rheostat took over that position near the half mile post. The rest of the race was in that order. Bend Or was severely pressed in the bend, but finished very strongly indeed, two lengths in front of Burning Daylight. Rheostat was four lengths behind the John Peel pony.

Time: 2mins. 2secs.
Pari-mutuel. Cash Sweep.
Winner: \$29.10 Ticket No.
1. 9.50 4, \$914.60
2. 7.50 90, 252.60
3. 40.30 60, 116.40

LADIES' NOMINATION.—Victoria Cross Competition.

1st—Mr. Moxon, nominated by Miss Moxon.
2nd—Mr. Soares, nominated by Mrs. M. L. Soares.
3rd—Mr. Leitch, nominated by Miss D. Rodger.
Also completed.—Mr. Congdon, nominated by Mrs. Congdon, Mr. Doyle, nominated by Mrs. Cassidy and Mr. H. W. Lucas, nominated by Mrs. Williamson.
Pari-mutuel. Cash Sweep.
Winner: \$39.60 Ticket No.
1. 10.40 153, \$735.40
2. 12.20 22, 224.40
3. 11.20 182, 112.20

HALF MILE RACE.

Mr. Soares' Jude, 144 lbs. (Mr. Soares) 1
Mr. Grimstone's Wedding Bells, 155 lbs. (Mr. Sedgwick) 2
Messrs. G. & G's Second Fiddle, 144 lbs. (Mr. Doyle) 3
Mr. St. George's Gentle Cat, 155 lbs. (Mr. Gegg) 0
Mr. Basto's Victory Star, 152 lbs. (Mr. Sutton) 0
Mr. Buxey's Hector, 144 lbs. (Mr. Mody) 0
Mr. Jay Pee's Aidlog II, 155 lbs. (Mr. Lucas) 0

A very good race indeed. Wedding Bells, Second Fiddle and Victory Star got advantageously placed, and it seemed as if the race was all between them. Wedding Bells led the way into the straight, went Second Fiddle just behind. In the straight, however, a surprise took place. Wedding Bells seemed to be winning easily, Sedgwick keeping himself busy in staying in front of Doyle's mount. Soares, riding Jude, came in with a rush on the rails, quite unteamed by Sedgwick. The Soares pony won a splendid race by a length from Wedding Bells.

Time: 1min. 43-seconds.
Pari-mutuel. Cash Sweep.
Winner: \$211.50 Ticket No.
1. 30.90 229, \$822.50
2. 8.50 190, 225.00
3. 9.60 229, 117.50

(Covered at foot of next column.)

TRADE REPORT.

EXPORTS.

LARD.—The demand reported last week has not yet been satisfied and to-day's prices for "new tins" are \$41.50 and for "old tins" at \$40.50. The market is likely to go higher.

REES.—We quote as follows:—

Siam Garden \$14 (no stock).
Siam Straight \$12.75
Siam Usual \$11.00
Siam Long \$11.00
Siam Round \$10.85
Packing White (new crop) \$12.75.

There is a very fair demand from the American and Cuban markets, but only a few small orders have been put through during the week, as the limits offered by buyers have, on the whole, been below sellers' ideas of ruling values. According to the latest advices to hand from San Francisco, stocks of California "tancy" and "choice" grades are exhausted, and the mills over there have only the lower qualities to offer.

WOOD OIL.—The closing rate is \$27 per picul for goods packed in tins and cases. There is a fair enquiry.

TRA.—Business has been done at \$33.50 per picul.

PEANUT OIL.—No. 1 at \$29. No. 2 at \$28.50. Some enquiries have been received, but no business of any importance is recorded.

SOYA BEAN OIL is quoted at \$22. There are small stocks.

COCONUT OIL.—There is a good demand at \$24, but the market is bare of supplies.

ANISEED OIL.—The closing price for 15 per cent. is \$165. A large business has been done and the market is likely to go higher.

CASIA OIL.—There is a small stock, for which the offers are:—75-80 per cent. c.a. \$215 and 80-85 per cent. c.a. \$225. Dealers are holding out for higher prices.

PEANUTS.—There are hardly any supplies available.

TIN.—Quotations: 99 per cent. at \$34. 98 per cent. at \$33. 96 per cent. at \$32.

SARGES.—A fair business has been done at prices ranging from \$46 to \$53, the market closing firm with a decided upward tendency.

HOMEWARD FREIGHTS.—Exporters are finding considerable difficulty in securing freight room for shipments to the United Kingdom and Continental ports. All steamers up to the end of July are reported to be already booked. It is deplorable to be hoped that more tonnage will soon be available, as business with Europe is just beginning to revive, and it would be a great hardship to local firms if they should be prevented from doing anything with home markets owing to lack of shipping facilities.

DISTURBANCE AT THE ASTOR GRILL, SHANGHAI.

ALLEGED ATTEMPTED MURDER.

F. W. Galding, a stenographer, was charged at H.M. Police Court, Shanghai, on May 31st, with attempting to murder E. Blass, of the Astor Grill. There was also a second charge of carrying a pistol contrary to By-law No. 35.

It is stated that on the previous evening Galding and some friends went to the Astor Grill for dinner, and while this was being served an altercation arose between them which led Mr. Blass to ask Galding to leave the building. Upon the latter refusing, he was forcibly ejected. Galding is alleged to have returned some time later, and when threatened with ejection again, to have produced a revolver, which was subsequently discharged, a bullet passing through Mr. Blass's coat and shirt, above the abdomen, inflicting no wound.

Mr. G. H. Wright appeared for the prosecution and Mr. N. C. Home defended.

Accused was remanded on bail of two British securities in the sum of \$2,500 until Wednesday next.

ST. JOHN AMBULANCE BRIGADE.

HONGKONG AND CHINA DISTRICT.

(1). APPOINTMENT.—Mr. Ho Leung, Divisional Superintendent, Victoria Division, is appointed to act as Corps Superintendent until further notice.

(2). HOLYOAK ATTENDANCE CUP.—The Holyoak Attendance Cup has been awarded for 1918 to the No. 4 V.A.D. (Queen's College Division). (Signed) E. RALPHS, (Asst. Asst. Commissioner), Hongkong, June 7th, 1919.

HANDICAP. One and a quarter miles.

Mr. John Peel's Paper Money, 160 lbs. (Mr. Gegg) 1
Mr. Gilpin's Dusky, 151 lbs. (Mr. Doyle) 2
Mr. Soares' Lovejoy, 144 lbs. (Mr. Soares) 3
Mr. Dynasty's Vivat, 150 lbs. (Mr. Sutton) 0
Mr. Jay Pee's Eaton Boy, 146 lbs. (Mr. Sedgwick) 0
Mr. Adam's Rheostat, 142 lbs. (Mr. Adams) 0

Dusky and Paper Money got the best of a fair start and when the Judge's box was passed for the first time the order was Paper Money, Dusky, Rheostat, Eaton Boy, Lovejoy and Vivat. The leaders improved their position as the race progressed, and at the rock were leading the field by six lengths. In the bend Eaton Boy and Lovejoy came up a bit. Paper Money showed the way into the straight, and, finishing magnificently, won an excellent race by four lengths. Lovejoy was brought out by Soares very nicely down the straight, and finished third, only a length behind Dusky.

Time: 3mins. 53secs.
Pari-mutuel. Cash Sweep.
Winner: \$9.80 Ticket No.
1. 6.50 238, \$990.15
2. 11.00 70, 282.80
3. 13.50 17, 741.45

GUILTY LEGALLY—NOT MORALLY.

CHINESE STUDENTS' LAPSE.

The hearing of the case against two Chinese school-boys of St. Stephen's College, of stealing a flower-plant, from the Botanical Gardens and offering a bribe to a gardener, was concluded at the Magistracy, on Saturday.

Mr. C. Bulmer Johnson appeared for the defence.

The first defendant, in the witness-box, stated that he was in the Public Gardens with the second defendant, on May 23rd. He saw a pretty pot of flowers in the fern-house. He did not break the flowers or damage them, but merely took up the pot and was admiring the flowers when the gardener, seized him by the back of his collar, and accused him of having stolen one of them, adding that he would be severely punished for it. Witness, out of fear, then offered the man a ten-dollar note to let him go.

The second defendant denied that he ran away and was arrested after a chase. He corroborated the evidence of the first defendant.

The Rev. Mr. W. H. Hewitt, of St. Stephen's College, "deposed" to the good character of both boys. The second defendant, he said, was one of the most "reliable" students he had in the College. Witness often relied on him to maintain discipline amongst the other boys. As for the action of the first defendant in offering a bribe to the gardener, he thought that in his (the first defendant's) excitement it was possible that he would have thought it a right and correct thing to do.

Mr. Johnson here handed a letter to the Magistrate, explaining that it referred to the character of the defendants.

Mr. Lindsell, who was acting as counsel for the defendants, referred to the character of Mr. Chapman (Acting Superintendent of the Botanical and Forestry Department) has no objection to your Worship reading it.

Mr. Johnson then pointed out that, as regards the first defendant, the whole of the evidence amounted to his holding a flower. He did not pluck it, or, in any way, damage it. Both his clients had given straightforward evidence, and both denied having interfered with the flowers.

Mr. Lindsell: I am not satisfied with the evidence brought forward in support of the charge of larceny against the first defendant.

Mr. Johnson: The bulk of the gardener's evidence is against the first defendant, and the evidence against the second defendant is much less.

Mr. Lindsell: I am satisfied that the second defendant did pull the flowers. It is not quite larceny. Legally, it is; but not morally. (To Serjt. Earner): You are not asking for heavy punishment?

Serjt. Earner replied that a nominal fine would do. The Magistrate fined the first defendant \$10 for offering a bribe. A similar fine was imposed on the second defendant for larceny. The Magistrate ordered the ten dollars, offered to the gardener as a bribe, to go to the poor-box.

PASSAGES FOR WIDOWS AND ORPHANS.

IMPERIAL GOVERNMENT'S SCHEME.

It is notified in the Government Gazette that the Imperial Government is prepared, in cases of proved hardship, to grant free passages to England for the widows and orphans of reservists who were recalled from abroad on mobilisation, and who have died while serving during the war.

A free passage will be granted only if the wife had emigrated within three years of her husband's death, though the Treasury will be prepared to allow, exceptionally, free passages in the case of tropical Colonies in cases of emigration over three years before the husband's death. Free passages for children, will be granted only in cases where their mother is returning to England, or where they are orphans. Application should be made in writing to the Colonial Secretary.

BANK RETURNS FOR MAY.

The returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended May 31st, 1919, as certified by the managers of the respective banks are as follows:—

| Banks. | Average Amount. | Specie in Reserve. |
|--|-----------------|--------------------|
| Chartered Bank of India, Australia and China | 8,763,200 | 5,000,000* |
| Hongkong and Shanghai Bank Corporation | 20,671,645 | 17,000,000 |
| Mercantile Bank of India, Ltd. | 1,158,511 | 650,000† |
| Total | \$28,593,356 | \$22,550,000 |

*—Sterling Securities deposited with the Crown Agents valued at \$340,000.
†—Securities with the Crown Agents valued at \$25,000.

NEW ADVERTISEMENTS

FOR SALE
AT
SWATOW.

THE VALUABLE SITE on Main Street, Kialat, 280 feet in length, 139 feet water frontage, beautiful 8 Room House, with 4 Bathrooms with Waterworks, Water, Electric Fittings, Vegetable Garden, fine garden with Large Shade Trees, Beautiful View of the Bay and surrounding Hills.

For particulars apply to—

Box No. 839.

Care of "Daily Press" Office. [859]

G. R.
PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 10th day of June, 1919, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Grant to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

| No. of Lot | Regulatory No. | Locality. | Boundary Measurements. | | | | Contents | Annual Rent. | Upset Price. | |
|-----------------|----------------|-------------------|------------------------|------|------|------|----------|--------------|--------------|--------------|
| Sections Inland | Lot No. 121. | Adjoining Section | n. | s. | w. | e. | Contents | Square feet. | Annual Rent. | Upset Price. |
| | | 1st, Portland | feet | feet | feet | feet | | | | |
| | | 2nd, Portland | 67 | 67 | 174 | 174 | 11,769 | 128 | 9,400.00 | 860 |

[860]

A. G. DA ROCHA.
AUCTIONEER, SURVEYOR AND
GENERAL BROKER.

Queen's Road Central, Telephone No. 3932.
FAVOURED with instructions from The Concerned,

will sell by Public Auction TO-DAY (MONDAY), June 9th, 1919, at 2.30 P.M., at his Sales Room,

MISCELLANEOUS GOODS & SUNDRIES, Also 400 tons Very Best Paint and Varnish, 20 doz. Enamelled Basins. Terms—Cash on Delivery. Hongkong, June 8th, 1919.

A. G. DA ROCHA.
AUCTIONEER, SURVEYOR AND
GENERAL BROKER.

Queen's Road Central, Telephone No. 3932.
FAVOURED with instructions from The Concerned,

will sell by Public Auction on WEDNESDAY, June 11th, 1919, at 2.15 P.M., A QUANTITY OF

HOUSEHOLD FURNITURE AND EFFECTS. Terms—Cash on Delivery. Hongkong, June 8th, 1919.

S.S. "TENASSERIM."
(LATE P. HENDERSON LINE).
(LLOYD'S REGISTER No. 388).

TENDERS in writing for the purchase of this Vessel which has been damaged by fire and now lying at Ranong.

A deposit amounting to 10% of the Tender may be required before the same is submitted to the Owners.

On acceptance of an offer the buyer to pay immediately the purchase money in cash, and take delivery of the ship as she now lies.

Harbour Dues, Crew's Wages and other charges to be for the account of buyers from date of sale.

A permit to inspect the ship may be obtained on application.

A sale to approved Foreign Owners might be entertained.

The owners do not bind themselves to accept the highest or any Tender.

GILMAN & CO., LTD., Lloyd's Agents. 845

G. R.
NOTICE.

ALL PERSONS, with the exception of those of Chinese race desiring to leave the Colony should apply in person between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily, at the PASS OFFICE, POST OFFICE BUILDING.

Applicants will be required to produce Passports or identification papers.

All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE, 1918.

Forms of Registration, giving the particulars required may be obtained at the G.P.O. and at all Police Stations. The Penalty for non-compliance is a fine not exceeding \$50.

INTIMATIONS

FIRE INSURANCE ASSOCIATION OF HONGKONG.

WHIT MONDAY.

NOTICE IS HEREBY GIVEN that all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS TO-DAY (MONDAY), JUNE 9th, 1919.

By Order, A. R. LOWE, Secretary. Hongkong, June 7th, 1919. [858]

MARINE INSURANCE ASSOCIATION OF HONGKONG.

WHIT MONDAY.

NOTICE IS HEREBY GIVEN that all MARINE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS TO-DAY (MONDAY), JUNE 9th, 1919.

By Order, LOWE, RINGHAM & MATTHEWS, Secretaries. Hongkong, June 7th, 1919. [857]

A. S. WATSON & COMPANY, LTD.

NOTICE.

ON and after 1st JULY next, the hours of business will be as follows:—

GENERAL STORE, 8.30 A.M. to 6 P.M. (including Saturdays).
WINE DEPARTMENT, Saturdays 8.30 A.M. and WAREHOUSE, 10 A.M. to 1 P.M. and 5 P.M. to 7.30 P.M.

Such Public holidays as are observed by us, same hours as on Sundays.

No Medicines can be obtained after closing hours, as above.

A. S. WATSON & CO., LTD. Hongkong, June 4th, 1919. [849]

NATIONAL LOAN OF THE THIRD

YEAR OF THE REPUBLIC (1914).

SUBSCRIBERS to the above LOAN are hereby notified that redemption of the Bonds drawn on May 15th (second drawing) will begin on June 30th, 1919.

Payment, in cash or its equivalent will be made at the BANK OF CHINA and the BANK OF COMMUNICATION or any of the branches of the above Banks and also at the Shanghai Office of the HONGKONG AND SHANGHAI BANKING CORPORATION.

Any Bond of which the following are the two terminal numbers namely, 05, 12, 24, 32, 45, 48, 55, 64, 74, 89 and

THE PEACE TREATY.

NO NECESSITY FOR VERBAL DISCUSSIONS.

AMERICAN AIRMAN REACHES ENGLAND.

PREMIER REFUSES TO RECEIVE POLICE DEPUTATION.

[THROUGH REUTER'S AGENCY.]

GERMAN PEACE TERMS.
STILL MORE COUNTER
PROPOSALS.

In their Note containing the counter-proposals, the Germans declare that the demands as regards her Colonies fully contradict President Wilson's fifth point, and propose that the question be referred to a Special Committee.

They do not recognise any Russian right to restitution.

The State surrender of merchant vessels is unacceptable, but they are willing to accept an obligation to construct merchant vessels.

They reject the obligation to compensate Italy, Montenegro, Rumania and Poland.

They are willing to pay a definite percentage of the entire revenues of the Empire as an annuity.

They refuse to permit the prosecution of the ex-Kaiser (who, they say, is not liable for punishment), or to hand over persons accused of war crimes.

NO NECESSITY FOR DISCUSSION.

LONDON, May 31st.

The opinion in French political circles is unanimous regarding the German counter-proposals—that there is no necessity for verbal discussions, and that the territorial conditions are unalterable as regards the Saar, Upper Silesia and the Colonies.

COUNT VON RANTZAU'S
DECISION

VERSAILLES, May 31st.

Information gathered from the German delegation is to the effect that Count von Rantzau convoked the entire delegation and the members of the Finance Commission before the departure of Herr Giesberts and Herr Landsberg, and asked them to tell the people of Berlin that he would not sign the Treaty in the form presented by the Allies.

AVIATION.

AMERICAN COMPLETES TRANS-ATLANTIC FLIGHT.

WASHINGTON, May 31st.

The "N.C." has arrived at Ferrol.

LONDON, May 31st.

The "N.C." has left Ferrol.

LONDON, May 31st.

The "N.C." reached Plymouth at 2.25 p.m.

RECEPTION AT PLYMOUTH.

The "N.C." covered the 500 miles between Ferrol and Plymouth in 6 hours, 40 minutes.

She was sighted, off her destination, at a height of 1,000 feet and escorted to land by three British seaplanes.

She was met by numerous river craft who lustily sounded their sirens, and thousands on the Hoe heartily greeted the approaching American seaplane.

Commander Read and his crew were taken off by a motor launch and taken aboard the American cruiser *Rochester*, where they were received by the American Vice-Admiral, the Mayor of Plymouth and Government representatives.

The airman were subsequently given a public reception by the Mayor, who spoke from the "Mayflower" stone. Later they were entertained to luncheon by the Air Ministry.

The seaplane's actual flying time from America was 35 hours, for the 3,000 miles.

THREATENED POLICE STRIKE
AT HOME.

PREMIER REFUSES TO RECEIVE DEPUTATION.

Mr. Lloyd George declined to receive, in Paris, a deputation of the Police Union on the subject of the threatened strike, stating that he had approved of everything done, and had complete confidence in those representing him.

AMANULLA'S LETTER.

SILILA, June 4th.

Amanulla's letter to the Viceroy explains that the outbreak of war was due to certain misunderstandings.

He explains that the disorders and disturbances in India, and especially the unruly demonstrations at Peshawar, had reached a pitch obliging him to dispatch troops to protect his frontiers.

The Commandant of the Eastern Army, considering that certain points were included in his own territory, according to maps and plans in his possession, proceeded to carry out some digging as a precautionary measure, whereupon British troops violated Afghan territory, obliging the Amir to declare war.

Meanwhile, the Afghan envoy, Abdur Rahman, reached Kabul and explained it all to the Foreign Secretary, and impressed upon him the necessity of desisting from war.

It became apparent that events and movements which had taken place were accidental and undesirable.

The Amir put off publication of the proclamation of a Holy War and referred the matter to the National Council, who decided to send an envoy to India to offer this explanation and stop the fighting.

After taking exception to the aeroplane attack on Kabul and Jalalabad, the Amir emphasises that he does not desire the old friendship to be broken or bloodshed to lead to perpetual enmity.

He affirms that his Government desires an honourable and dignified peace and suggests that delegates be appointed to conclude peace at the earliest date.

THE VICEROY'S REPLY.

In reply, the Viceroy expresses pleasure on learning that the Amir is sincerely anxious for a cessation of the fighting, but gives an explicit recital of acts of Afghan hostility and violation of British territory.

He reminds Amanulla of the chance he gave him at the eleventh hour. However, actuated by the knowledge of his inexperienced youth and mindful of his obligations to his late father, Lord Chelmsford, he agreed to an armistice provided:

(1) that all Afghan troops withdraw from the frontier 20 miles from the nearest British forces.

(2) the British to remain where they are, continuing all military precautions but to take no offensive.

(3) aircraft not to bomb the Afghan forces but to have freedom of the air for vision purposes.

The Afghans in return are not to hurt any aircraft or airmen forced to land in Afghan limits.

The Amir must inform all the tribes that he has asked for a cessation of fighting and that he forbids any aggressive action against the British.

The Viceroy emphasises the leniency of the terms and invites the Amir to accept them. If he does so, General Barrett will arrange a meeting with Afghan Generals to sign the armistice.

Then selected officers will discuss the final terms of peace. If the Amir refuses, the consequences will rest on him. The "unlimited resources of the British" can mean only one thing.

MORE LOOT.

SILILA, June 5th.

In the Dakka area, things are normal, except for slight sniping and cutting of telegraph wires.

Fifty Afghans were taken prisoner at Kharlaichi where we demolished two forts.

The Para-Chinar road is clear save for a few snipers.

Nadir Khan has hurriedly retired to Khoist, abandoning tents, documents, hospital stores, two gun carriages, and a thousand live shells.

At Yusuf Khel camp, during the retreat, much baggage and ammunition was dropped, which the villagers looted.

A portion of the Kandahar force assembled at Dabrai under Abdul. The Qudras are now withdrawing westwards.

NEW SOLICITOR IN HONGKONG.

MR. C. H. LYSON ADMITTED TO PRACTICE.

Before the Special Criminal Sessions was opened on Saturday, the Acting Attorney-General (the Hon. Mr. E. E. Pollock, K.C.) applied to the Chief Justice to admit Mr. Cecil Hynes Lyson to practise as a Solicitor of the Supreme Court. Mr. Lyson, he said, was a fully qualified solicitor of the Supreme Court of England. He left for England in 1911 and was articled to Mr. Weldon, of the well-known London firm of solicitors, Messrs. Gibson & Weldon, of Chancery Lane. He passed his final examination in 1917 and was admitted to practice on May 1st, 1917. At the outbreak of war Mr. Lyson obtained leave from the Incorporated Law Society, to serve in H.M.'s Forces and joined the University of London Training Corps on June 2nd, 1915. He received a commission in the R.A.O.C., and served with the Corps in Belgium and France. On the expiry of his Articles he got special leave from the War Office to prepare and study for the final examination in March, 1917, after which he again joined the Corps till the end of the war. He was then placed on the Reserve list of Officers. He returned to Hongkong on April 1st, 1919, and, although technically, it was not proper that he should be admitted without giving six months' notice, the Law Society of Hongkong had been pleased to waive any objection, subject to His Lordship's consideration. In granting the application, the Chief Justice, addressing Mr. Lyson, said: "Your record has been satisfactory both from an official and patriotic point of view. I have much pleasure in admitting you, and hope you will do well."

LIGHT-FINGERED FRATERNITY ON THE FROWL.

THE LINGUISTIC EFFORTS OF A CHINESE.

A vain desire to exhibit his wealth to all and sundry was, presumably, the reason for a Chinese carrying a roll of ten-dollar notes in a manner calculated to tempt the light-fingered fraternity. He was walking along Pat Hing Street on Friday, and was soon an object of interest to several thieves. One of them suddenly darted upon him, snatched the notes, and ran away. The victim, after a long chase through a series of lanes and alleys, managed to capture the thief, who, however, had passed the money on to one of his confederates during the pursuit.

The prisoner was charged at the Magistracy, before Mr. R. E. Lindell, on Saturday, with stealing.

The complainant explained to the Magistrate the unfortunate chapter of accidents he had gone through, and how he had been robbed of "tin tin dallars" notes.

Mr. Lindell looked puzzled. "The complainant, with a broad grin, repeated that the money amounted to 'tin tin dallars' notes."

Mr. Lindell continued staring, so the Police came to the rescue, explaining what the sum of money involved amounted to.

Continuing, the complainant made some further excursions into English that were not intelligible to either the Magistrate or the Police.

Mr. Lindell, promptly cut short the monolingual efforts and ordered him to talk in his native tongue.

The complainant accordingly finished his tale of woe in the language of his fathers.

The thief denied all knowledge of the occurrence. He had come from Macao to buy some medicine.

Mr. Lindell: How much money was found on him?—Acting-Inspector Cartman: Two cents and a few cash.

Mr. Lindell (to defendant): So you came all the way from Macao to buy two cents' worth of medicine?—Defendant: That was only one of my reasons; I also wanted to taste the tea of a certain tea-shop here, the fame of which has spread to Macao.

Mr. Lindell: Anything known about him?—Acting-Inspector Cartman: His face seems quite familiar, but I have nothing else against him.

Sentence of three months' imprisonment was passed.

A Chinese, who has been in the Colony for only two months, was charged at the Magistracy, on Saturday, with picking the pockets of another Chinese and stealing \$150.

The complainant, it seems, was walking along Wing Lok Street, when the defendant approached him from behind and inserted his hand in his jacket pocket. The complainant seized the defendant, and a struggle ensued, in the course of which the defendant's jacket was torn.

The defendant said he was falsely accused.

The hearing was postponed until to-day.

CANTON NEWS.

CANTON, June 8th.

THE BOXER INDEMNITY.

The Minister in Paris has reported that the French Government has agreed to return the Boxer indemnity to China for educational purposes. The French Government has also agreed to reduce the fees for Chinese students to study in France. It is also reported that Japan will return \$7,000,000 from the Boxer indemnity for certain purposes.

The authorities have received a telegram from the Peking Government stating that the money received through the confiscation of the enemy properties and interests, should be used for the compensation of war losses. After the losses which the Chinese have suffered have been made good the surplus, if any, is to be handed to the Allies for the compensation of their nationals. The authorities are requested to make an estimate of the amount which will be obtained by the confiscation of enemy properties and interests in the provinces.

The delegates, who were sent to deal with this question of the gunboat leaving Hongkong without permission and to express regret, have reported that through the favour of the Hongkong authorities, the subject may be regarded as closed. The gunboats *Kwang An*, *Kong King*, and the *Kwong Lee*, have been released, and they are returning to Canton.

THE CANTON FERRY.

The Directors of the Municipal Council have decided to provide steam launches for the ferry service in place of the junks. Surveyors are being sent to choose the sites for the wharves.

We are informed that the Tachun Mok Wing-son is indisposed. Mok has ordered that only special and important matters are to be referred to him. Other duties are to be undertaken by his Chief Adviser.

The British Minister, Sir John Jordan, when he visited the President on the 5th inst., handed him a note from the Five Powers regarding an early conclusion of peace in China. Following the suspension of the Shanghai Conference, the British Minister asked if there was likely to be a renewal of civil war between the North and South. The President replied that there would not be war as he himself and the people were tired of war.

Most of the merchants in Peking and in Shanghai have closed their shops in order to enforce the release of the Peking students.

The volunteers in the Concessions in Shanghai are being called up for patrol duties.

FUTURE OF CHINA'S COTTON INDUSTRY.

MR. J. KERFOOT'S FAREWELL MESSAGE.

The Chinese Cotton Millowners gave a farewell dinner to Mr. James Kerfoot, head of Messrs. Jardine, Matheson & Co's Cotton Mills Department, in Shanghai, on June 7th.

Mr. Kerfoot, proposing a toast to the future success of the Cotton Industry of China, said:—

As regards the necessity for more mills, there can be no doubt, and also that China is eminently suited in every respect for a great future in the cotton industry, but whether it will eventually be another question. If you are going to adopt a short-sighted policy, as we have seen demonstrated so often in the past, you are going to have a hard time to meet future competition.

With a population of 400 millions, all wearing cotton garments of different textures, there should be no anxiety on your part as regards the demand for mill products, if you can supply them as cheap as your competitors, and if the means are forthcoming to purchase them.

If every person in China could buy another suit of cotton clothes per annum, it would require 100,000 additional looms and 2,000,000 spindles to supply the looms with yarn. Whether the suits of clothes are made of the finest fabrics from Lancashire or the coarse cloths made in America, Japan or China, the demand depends on the purchasing power of the people, so that every industry started in China is in the right direction, as it finds work for the people, and creates a spending population. It is from the cities and towns that you may look for the demand, not only for native products but for all those necessities and luxuries coming from foreign countries which go to make town life attractive, such as electric lighting, tramways, waterworks, household requisites, fine clothes and many others, but the Chinese farmer and his family have little use for any of these things. They are too busy occupied from daylight to dark with their crops, and have but little leisure to wear good clothes—the cloth made on the hand looms in the spare moments of the women folk is usually sufficient to supply the men with all they require, therefore the first essential is to start industries of all kinds throughout China—around these industries will spring up towns and fresh demands will be created.

The three principal necessities to make the cotton industry of this country capable of meeting competition are: cotton, coal and skilled operatives.

It does not require much imagination to foretell a bad time for the local mills when the additional spindles in China and Japan are started, unless something is done to encourage the farmers to put more land under cotton, and also to adopt better methods of cultivation.

By doing so, a greater yield can be obtained and of a longer staple by selection of seed.

As regards the cost of coal and power, you are all aware that this has meant to the industry during the last two years. The high prices we have been compelled to pay are not due to higher charges at the coal mine, but are in consequence of the excessive freight charges in bringing it from a foreign country. Surely there is sufficient capital represented in this room to purchase and work a coal mine in your own country, with your present organization, and supply your own requirements.

There is one thing which prevents Chinese undertakings being as successful as those managed by foreigners, in fact it is common in every phase of Chinese life, and that is nepotism. Even if the right man is selected for a responsible position he never gets a chance to make good, because he has always too much "dead weight" obstructing efficient methods of management. Has it ever occurred to you, gentlemen, what an organization such as yours could do in remoulding China and bringing about a different state of things throughout the country. You are all business men and it is only by your class that China can be lifted out of the moribund state which she occupies at the present time—where are your leaders and strong men? Two cotton millowners of Lancashire, Richard Cobden and John Bright, were the great exponents of Free Trade in England in 1840 and converted the whole country, including a protectionist Premier and Cabinet, in the course of a seven years' propaganda. If it takes you twice that length of time to retain the right men to govern China in an honest and businesslike manner is it not worth a trial?

A League should be started to hold public meetings and in various ways to disseminate facts and authentic information. Honest men are at a disadvantage and mutual aid and counsel are a necessity.

An extensive correspondence must be originated and branch associations be formed in all the cities and large towns. A number of qualified lecturers to attend and address these branches must be appointed and these men should be painstaking and observant and who can also address an audience with judgment and effect. Surely there are patriots who will act as missionaries in this great cause and who will sacrifice time, talents and fortune in instructing the people and creating a popular interest in the government of your country. You require men with considerable oratorical skill and power in denouncing and in exposing the delinquent, avaricious and self-seeking officials who are bringing China to a state of bankruptcy.

You will require a considerable command of funds, but there should be no difficulty in obtaining all the money you require from merchants all over China who are interested and anxious to see this vast Empire properly administered for the good of the people.

Start a weekly publication and let it be sent broadcast throughout the provinces. You will have to meet opposition from vested interests, but this should give the agitation more vigour. The propaganda is conducted honestly and with pure motives.

The Wei-hai-wei Gazette contains acknowledgments from London of a contribution from the residents and visitors of Wei-hai-wei of £225.12s. 10d. to the funds of the order of St. John of Jerusalem and the British Red Cross Society and of £20. 8s. 6d. to the Blind Soldiers' and Sailors' Care Committee.

A JAPANESE-AMERICAN INCIDENT AT TIENTSIN.

EXPRESSION OF REGRET BY THE JAPANESE.

Acting Consul-General Kamet, accompanied by Consul-Chancellor Kaneko, called on the American Consul-General at Tientsin on May 29th and expressed his regrets in connection with the incident that took place on March 12th last.

Mr. Kamet, in his communication to the U.S. Consul-General, made the following statement: "I have the honour to convey to you, under instructions of my Government, a formal expression of my deep regret, for the fact that on March 12th, last, my compatriots, having entered the French Concession, used violence upon American soldiers, and that on your way back from the Japanese Concession, a certain number of Japanese behaved rudely against yourself."

To Colonel Wilder, Commanding 13th Infantry, Mr. Kamet also addressed the following: "While I have expressed to your Consul-General my regret for the violence to which my compatriots resorted in the French Concession against soldiers under your command on the night of March 12 last, I also have the honour to communicate to you my deep regret for the possible lack of friendliness and caution on the part of the Japanese, even though in the midst of confusion, in treating the wounded American soldier on the same night."

The intention of the Harbour authorities is that, except coasting boats, all big steamers shall use the piers. All liners, whether for Europe, North or South America, Australia, India, Tairen and Shanghai, are expected to moor alongside.

There appear to be drawbacks, however, even to these elaborate works. Recently the representatives of Nippon Yusen Kaisha, Osaka, Shosen Kaisha, Toyo Kisen Kaisha, and Mitsui Senpaku Kaisha (Shipping Dept.) met at the Customs House to discuss the new arrangements with the Customs officials. All except the representative of the N.Y.K. expressed a disinclination to use the piers, on the ground that far better *myakka* (loading or unloading) can be enjoyed in the harbour where the lights attend on both sides, than at the pier, where cargo can be worked only on one side. This is the dissentient hold, especially the case with the cargoes to and from Osaka, which have to be carried in lighters in any case and are only hindered by compulsory use of the piers.

The representative of the N.Y.K. held a rather different opinion. His company's ships nearly all carried a large number of passengers, and they found the piers very convenient. This company uses the piers more than any other, and is even said to have made an offer for the monopoly—a report that seems improbable. This, however, is not what the piers were built for, and the Kobe Customs is, therefore, in earnest discussion on the devising of some method of overcoming the disadvantage of working cargo only one side, and of getting the new piers used by all steamers alike by making them as advantageous to all as they are to passenger steamers.

With reference to the disposal of German property, public and private, in Japan, Korea and Formosa, Mr. Tanaka, Director of the Commercial Affairs Bureau in the Foreign Office is understood to have given the following information to a representative of the *Hochi*.

The value of German public property within Japanese territory is estimated at about 5,000,000, including the Embassy at Tokyo, the consulate at Yokohama, Kobe, Shimomura, Nagasaki, Seoul, Tairen and Formosa. The private property owned by about 1,000 Germans in the shape of commercial houses, merchandise, residences, churches, etc., are valued at about 10,000,000. The total figure comes to more than 15,000,000. Now, the amount of claim made by Japan against Germany as indemnity for damage to Japanese property, public as well as private, in Germany, is less than the above figure.

As Germany not only declares that she will not pay any indemnity to any of the Allies, but seems to be practically incapable to pay, even if she accedes to doing so, the Foreign Department has set about making an investigation of the German property in Japan, on the basis of which the claim of Japan against Germany will be balanced, and in a few days the Government will issue an important ordinance with reference to the estimate and liquidation of the German property in Japan.

The *Wing On*, which ran aground off Shamsui, on June 6th, returned to Hongkong on Saturday night, apparently none the worse for her experience. The vessel was carrying a large number of passengers, including the Managing Director of the Company owning the ship, who were proceeding to Yuet Shing to worship the tombs of their ancestors. Speaking to Captain Lane, the master, a *Daily Press* representative was informed that the vessel struck the sand bank at night, it being very dark at the time. There were three pilots aboard. It was the first trip the vessel had taken to Yuet Shing. Captain Lane signalled for assistance, which was speedily given by the *Chung On*. After about half an hour the vessel was raised from the sand and proceeded on her voyage. Captain Lane added that the water around Yuet Shing is very treacherous for navigation.

DETAILS OF THE MISHAP TO THE "WING ON."

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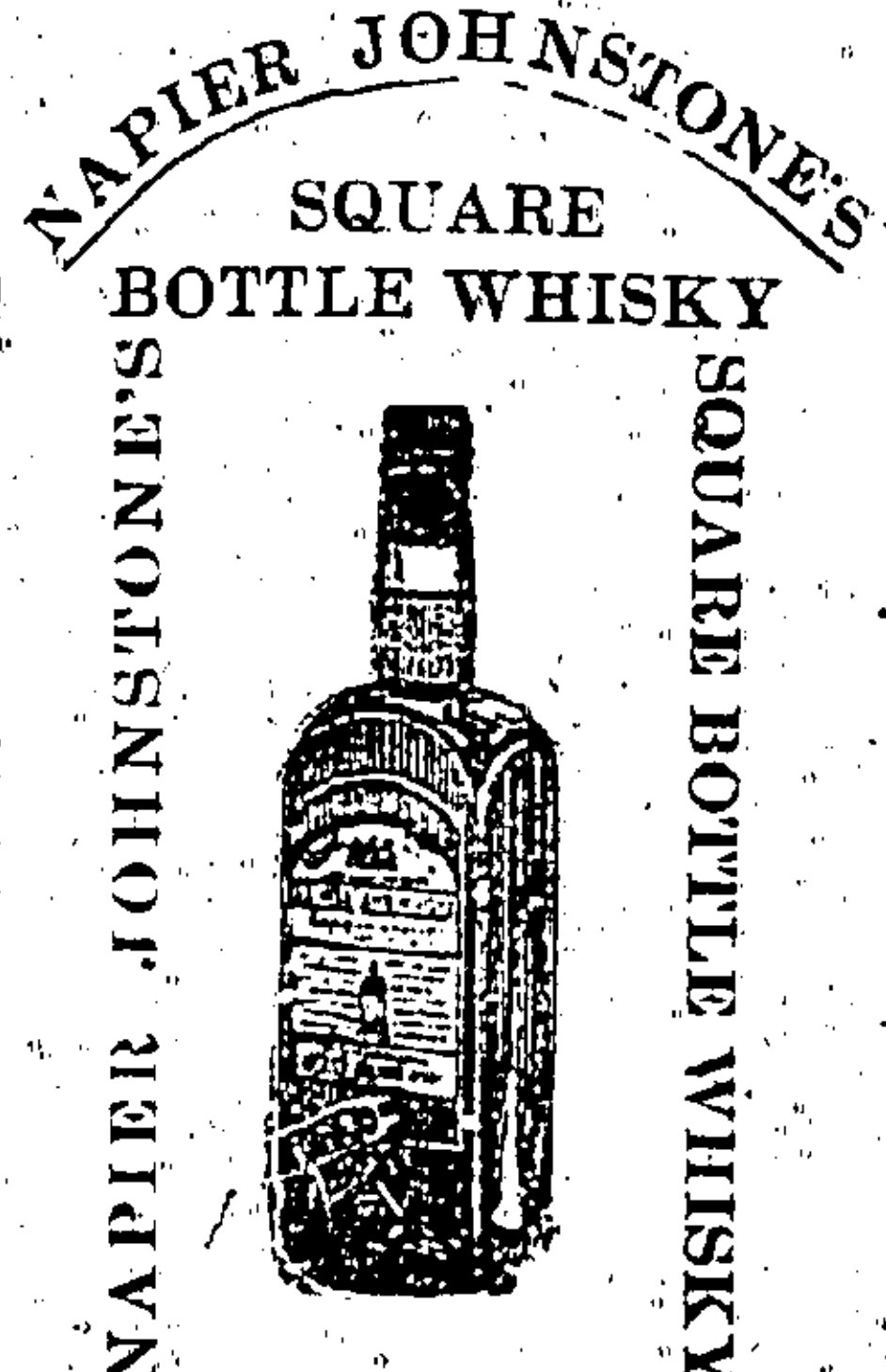


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THE LORD CHANCELLOR OF ENGLAND. HIS FIGHT WITH A CONSTABLE.

Many things, some of them animated by a spirit none too friendly, have already been written about Sir F. E. Smith on his appointment as Lord Chancellor; but one distinctive feature of his very remarkable and brilliant career seems to have been generally overlooked. It is an episode which cannot be paralleled in the record of any previous holder of his high and honourable office. Over twenty years ago he appeared before the Oxford city magistrates on a charge of assaulting the police.

THE STORY OF THE INCIDENT.
We are far from saying that the incident was in any way discredit to the new Lord Chancellor. It was just characteristic of his impetuous temperament. This is a brief narrative of what happened. In May, 1907, the new Municipal Buildings were opened at Oxford by the then Prince of Wales, afterwards Edward VII. and in the evening, after the ceremony, great crowds assembled in the High St. and there was some under-graduate rowdiness of a familiar type. In the course of it Sir F. E. Smith, then a Fellow of Merton, was arrested and taken to the police station, where he was charged with disorderly conduct and with assaulting two members of the London Mounted Police, who had been imported into Oxford for the day. Sir F. E. Smith was released on bail, and the hearing of the case took place on the following day. The evidence of the London police, entirely uncorroborated, was that he had struck one officer in the chest and kicked another. Sir F. E. Smith's version was very different. He told the Bench that he followed the crowd because he saw that a servant of Merton College had been taken into custody, and that when he found the way barred by a cordon of police he asked whether he might pass them in order to go to the police station and bail this servant out. Thereupon a policeman whom he had not since seen leapt upon him with incredible ferocity, and struck him on the shoulder with his staff. He also accused another of the London police of striking him with a truncheon, and against this man he had issued a summons. He called undergraduates and other witnesses in support of his statements. The Bench dismissed both the charges, and ordered each party to pay his own costs. "It is quite possible," said the Mayor (Sir Robert Buckell), "that blows may have been struck on both sides. At any rate, the magistrates do not think that they were of great importance."

A RENCONTRE.
Sir Robert Buckell and Sir F. E. Smith (a correspondent reminds us) met again—under very different circumstances. It was at a dinner of the Auctioneers' Institute at the Hotel Cecil. Sir Robert had a seat at the high table, and Sir F. E. Smith was among the speakers. He told the gathering, in his opening sentences, how he had accepted their invitation with alacrity, and added: "The alacrity was increased when I knew I should have the pleasure of meeting your eminent member, Sir Robert Buckell, for I could not forget that I was once brought before him, as the presiding magistrate, charged with obstructing the police in the execution of their duty and with assaulting them. Both charges," he went on with a humorous twinkle, "I strenuously denied, and I am sure when you look upon my physical frame you will doubt the truth of them, and yet after some years of mature reflection I am disposed to think that both charges may have been well-founded." The company laughed and applauded.

SIR F. E. SMITH'S OXFORD CAREER.
Sir F. E. Smith had a brilliant career at the University. Born at Birkenhead on July 12th, 1872, son of Mr. Frederick Smith, barrister-at-law, he went to Wadham College from Birkenhead School and University College, Liverpool, on October 30th, 1891 (classical scholar). He took a First Class in the Final Honour School of Jurisprudence in 1894, was a Vinerian Law Scholar in 1895, and in the following year became a Fellow and Lecturer of Oriel College in 1897. He has been an examiner in the Oxford Final Schools. In Easter Term, 1904, Sir F. E. Smith was President of the Oxford Union, having previously been treasurer. He made a great impression at that time by his powers of repartee in debate. Many men of future distinction were taking part in the Union debates at this period—among them Mr. Hilaire Belloc, President in Hilary Term, 1905, and Sir John Simon, President in Hilary Term, 1908.

ONE OF ENGLAND'S GREATEST LORD CHANCELLORS.
On the whole Sir F. E. Smith has not had a "good press" on his appointment, but Mr. Arnold Statham, who writes for the Athenaeum Club to the *Times*, is extraordinarily enthusiastic about him. "His greatest qualification for such an appointment is unknown to the general public, consisting neither in brilliant rhetoric nor fertility of resources in debate, but in a special feature which all those of experience in the practice of the Courts will recognise—namely, a 'transcendentalism,' the capacity of taking intuitively a comprehensive view of all sides of any question and of diagnosing correctly the strength or casuistry of any argument. This is a judicial quality that can scarcely be over-estimated, and in this respect Sir F. E. will display masterly power akin to that which brought such celebrity as a judge to Jessel, Mr. B. Consequently, despite the criticisms which have been made upon the appointment, I confidently predict that he will prove to be one of England's greatest Lord Chancellors."

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THE BRITISH NATIONAL SHIPPYARDS. A TERRIBLE FIASCO.

A special correspondent of the *Times* states that the more one hears of the "muddling through" at Chepstow and Beachley, where the British National Shipyards were being established, the more astonishing the whole business seems. "The idea was good," it was a great scheme if it had been carried out properly," appears to be the general opinion. In Chepstow, reviewing the history of the yards, serious doubts are entertained as to the launch of ships ever having been contemplated. These yards are designed for fabricated ships, three of which, experts declared, should be completed in the time required to build one ship, but even with this fact in their favour there are no signs that ships will be forthcoming. With all the resources of the Government behind them, with supplies of labour and material which have been the envy of the private ship-builder, the situation to-day is that the Chepstow and Beachley yards have actually retarded the production of ships, while the food supply of the country would not have lost the produce of 650 acres of good farm land which was taken away at a time when we needed all the food we could get.

The men employed upon the yard could not and did not take themselves and their work very seriously when they began to realise what was expected of them. "A tragedy in 18 spasms," entitled "The Boat Builders," written by one of the officers, added to the gaiety of the community, so aptly was the situation hit off. After describing how the Navy acquired the property of the Standard Shipbuilding Company, and then called in the Army to provide labour, it tells how:

The first hundred thousand laid down a drain.
The second draft took it all up again;
Then they held an inquiry and tried to explain.
And how later
The public got raw and commented to squeal;
So the R.E.'s sent forth a most frantic appeal.
So they tackled a lot and then laid a keel.
The years passed by and the keel being laid,
They lost it twice and had a new one made.

Nobody minded, the Public said,
"Nobody minds, the public pays,"
might almost have been adopted as the motto at Chepstow. It has paid to the tune of £4,000,000. It is said that before ships can be launched it will be necessary to dredge the Wye. The war proceeded: The workers toiled on and in time grew grey.
Gave in their checks and passed away,
And their sons stepped into their shoes next day.
But at last one day a rumour grew
That the Army and Navy had put it through:
On the morrow the Boat would be launched on the blue.
The Town was bedecked with flags and flowers.
Representatives came from the ruling Powers.
Caring nothing for sleet, snow, or showers,
There were cheering crowds on the river bank.

The Army and Navy rank on rank:
As she took the water the hilly boat sank.
After the outlay of £4,000,000 the great National Shipyard resembles nothing so much as those stacks of miscellaneous litter which were known at the Front as R.E. dumps. Lying scattered over a vast area, unclassified and unprotected from the ravages of the weather, one may see anything from a steel screw to an engine. Material seems to have been left where it was delivered, and the loads of succeeding trains piled on the top of it. Machinery is there unpacked. Boilers, plant, cable, and solder swell the sorry heap. There are no sheds for storage, but it is to be presumed that wherever supplied these goods will expect payment for them. Perhaps one of the worst points of all of the whole thing is that through the national shipyards fiasco not only was there the grotesque waste of money, but over a long period everything possible was done to destroy co-operation between employers and trade unions and the Admiralty at a time when everything should have been done to secure and cement it, and output the shipping so vitally needed. It was as a war emergency measure to replace ships sunk by the Germans, that the national shipyards were started, but the controlling authorities acted as though they were preparing for the next war, without any regard to the position existing at the time. When the Standard Shipbuilding Company started their new yards at Chepstow they planned it on businesslike lines. As the site of the yard contained the main sewers of Chepstow, the Standard Company very carefully covered the sewers with concrete, and in driving in piles had due regard to the position of the sewers. The new authorities arrived, scrapped the plans of the Standard Company, and drove in piles here, there and everywhere, regardless of anything beneath the surface.

One of the main troubles at Chepstow and Beachley was that rank here, no relation to ability. Men who knew their work were constantly overruled by men who, with an extra "pin" upon their shoulders, but no technical knowledge, were their military superiors. It is said Lord Chancellors:

(Continued at foot of next column.)

STAFF WORK. WHERE THE OLD ARMY SYSTEM WAS SOUND.

[BY A NEW ARMY STAFF OFFICER.]
The twenty-first paragraph of Sir Douglas Haig's last despatch will not satisfy everybody, especially those who are irritated by any praise of our Army system as it was before the war. These latter, convinced in their minds that the old Army was ignorant, brainless, and reactionary, cannot reconcile themselves to any idea but that a root-and-branch reform is needed, with new blood and new methods. Most of them are ignorant themselves, and it is really a temperamental bias that moves them. They hated the old Regular Officer as a type, and they hate him still. Others, who fought in the war, saw many instances where staff work was bad and where stupid Regular Officers held staff appointments for which they were quite unsuited.

Both these classes will read Sir Douglas Haig's testimony to the "sound basis of military knowledge supplied by our training manuals and staff colleges," and his remark that "the principles of command, staff work, and organisation elaborated before the war have stood the test, imposed on them and are sound," simply as a shot from one of the big guns of the old régime intended to stamp, if possible, the disagreeable tide of reform.

Such an attitude is foolish, and there need be no hesitation in saying so. Reservations might well be made, to what Sir Douglas Haig says in praise of the p.s.c. officer and the superior effectiveness of Staff College education; but, as an staff officer of the New Army, I do not see anything to cavil at when our Commander-in-Chief proclaims to all the world what is undoubtedly true—that the principles of training and the staff organisation which existed in our Army before the war have been triumphantly justified.

There are details to be altered and amplifications to be made, but Field Service Regulations, Parts I. and II., and the "Staff Manual" have come out of the war with flying colours. Failure in staff work has come from the non-application of their principles by inadequate human beings.

ALL-ROUND TRAINING.
As regards Staff College training, there is this to be said—that it improves a good officer and, without improving a bad one, makes him more concerted. Its chief virtue was to make a man understand what staff work meant, in what way all the various wheels in the machine co-operate, how to oil them, and what he might have to do if he were given the position of any particular wheel. It could not be claimed, however, that the old Staff College gave equally good training in all kinds of staff work. Its attention to "A" and "Q" work was limited, and such special activities as intelligence, especially secret service work, counter-espionage, the control of suspects and of civil populations, and other semi-political work were practically left untouched. It would be absurd to say that any p.s.c. officer was better qualified for these duties than one without that advantage. A good intelligence officer will have a firmer grasp of military organisation for a thorough staff training, and that is all that can be said.

Besides, there are certain branches of staff work which any intelligent man can quickly learn by actual experience. As a matter of fact, this was acted on time and again by our commanders in all theatres. "Good staff work is essential to success in all wars," says the Field-Marshal. It would be fatal if facetious allusions to "brass hats" obscured this truth. Training in staff work needs every ounce of energy put into it; it needs extension rather than limitation, and every kind of encouragement. But staff work should be taken to prevent the wrong men excluding the right men from the colleges. Written examinations are all very well, but let them add a long and searching viva-voce.—*Daily Express*.

that a senior officer, who was appointed for duty in connection with the national shipyards, announced on his arrival: "I am not a soldier. I am not an engineer, and I am not a shipbuilder; I am a business man," and that, being a business man, he quickly realised that there was no place for him there. His stay was very brief. However keen an officer might be, his enthusiasm was soon damped. One thing which seems to have been really well done in the national shipyards was "eye-wash," developed on an elaborate scale. All the arrangements made for showing visitors round and impressing them were most carefully thought out; on one occasion a conference was actually held to decide from which side a ship should be approached in order to impress most favourably the expected visitors. They even held dress rehearsals, and the workmen were carefully instructed as to their part in the show. Plant which would interfere with a procession of visitors was actually taken down and hauled away. Even the German prisoners of war were coached in their duties. But the whole effect was that, after having made the day hideous by cleaning iron upon iron, the prisoners, as the party of visitors moved off, stopped work, apparently considering that the curtain had fallen on their part of the performance.

BRITAIN AND AMERICA.
Eloquent Tribute to England.

A war anniversary dinner at the Connaught Rooms, recently, organised by the American University Union in Europe (British branch) assembled not only many representative men among the American colony in Great Britain—the Ambassador, Mr. J. W. Davis, at their head—but many transient visitors, and an effervescent representation, mostly in khaki, of the 2000 American university students who have for a period in order to study at British institutions. Mr. J. B. MacAfee, who presided, proposed: "His Majesty the King and his Excellency the President of the United States." Among the good things that had been brought about by the war, he said, was that the two branches of the English-speaking race had learned to know and abide with one another. In this toast were assimilated the names of the rulers of two great countries—the one a monarchy which was a democracy, and the other a Republic which might be a democracy—(laughter)—for between them they could hardly differ.

LIBERTY UNDER MONARCHY.

The Lord Chancellor, responding, confessed that on the whole this was the most singular position in which he had ever conceived, he would be placed—to reply for the King and the President. (Laughter.) Looking back over the four and a half years since war was declared, he had no hesitation in declaring that no monarch was ever more hardly tried than the King of England, no monarch ever set to his subjects a higher and a prouder example of tranquillity and resolution, and no monarch as ever more determined that as far as his influence and example could effect it, the quarrel should be carried to a successful end. (Cheers.) That was why Englishmen, whose history was on record to teach the lesson that nothing, not even the sanctity conceded to the traditions of kingship, had been allowed to stand between them and liberty—that was why they cherished at the end of the war, the conception of a historic monarchy, deeply rooted in the heart of the people, and wholly reconcilable with every conception of freedom. (Cheers.) As to the President, he would never forget the extraordinary contribution which Mr. Wilson had made to the imagination of the world in the last two years. In his judgment history would record of this remarkable man as not the least of his contributions to the result of the war that he brought the whole American nation into the war with one impulse to see it through to a triumphant conclusion. (Cheers.) He knew enough of America to realise how it was. He knew there were great sections of the population who were not and had not been traditionally friendly to this country, and he knew that had the attempt been made to bring America into the war prematurely they never could have made the contribution which they had made in fact, and which, when once Russia had disappeared, was an indispensable condition of the Allied success. Therefore he paid to the President the tribute that he understood the people sufficiently well to take such steps and express his appeal in such language that the nation, when it addressed itself to the quarrel, rose in its might and majesty to redress in the new world the balance of the old. (Cheers.) He was very hopeful, in fact, he believed—that the ideal which both the King and the President dearly cherished, of an England and an America for all time friendly, not only in the conventional language of diplomacy, but in the real sense of a thousand times more, would produce results which would last longer than the lives of any of them. (Cheers.) Nothing struck him more in his journey through the States than the extraordinary similarity of outlook which marked the two peoples in everything that was essential, although they might differ in many small matters. Let both peoples make up their minds not to allow unessential to influence their minds, but to go deep down to the things that really counted. (Cheers.) Every one present at that gathering could play a great part in the future of the relationship between the two countries. When they returned to their own country let them never forget that these little islands made, after all, a decisive contribution to the greatest struggle in history; that the men who fought by their side were men who, judged not only by their fighting qualities, but by other qualities as well, deserved that they should claim in friendship a warm American hand. Viscount Bryce, proposing "The American Ambassador," said nothing would be better for the future welfare of peace than the united co-operation and affection of our two peoples, knit together by devotion to the same ideals of justice and freedom. (Cheers.)

The American Ambassador, who was warmly greeted on rising to reply, said: "I am sure we all echoed to the full the eloquent tribute which the Lord Chancellor paid to the brave and gallant gentleman who occupies the Throne of England. (Cheers.) For was there one word in his restrained and tasteful praise of the people of Great Britain which did not arouse a responsive echo in the hearts of every American present? (Cheers.) We accept from his lips, and with gratitude, the tribute to the President of the United States. As for myself, I disclaim the place which you have given me as the guest of honour upon this occasion. I think the guests of honour to-night are certain American soldiers who have had experience of German 'Kultur,' and who are now ready to exchange it for the culture of Great Britain. (Laughter.) You have come to a rich

country. If you desire to fill your haversacks before you return to America—your mental haversacks—surely you could have found no better place than this. What land is so rich in lessons in constitutional development, in human progress, and in advance in growing liberty and justice. What land is richer in architecture, whether you muse over the unknown builders of Stonehenge or look at the rising towers of the House of Parliament! Is it art you come to see—Turner, Watts, Gainsborough, Romney, Reynolds, Landseer, and a host of others? Have you come for medical information? You come for medical information more than what men have contributed more than Harvey, Jenner, Lister, to the knowledge of the human body? Is it law? Here you must come, if you would prize American law, to its source of learning, to Pope, Bacon, Mansfield, and a long line of English lawyers, to whom you owe so much. It is literature? Where should you study English literature if not where the last and final trademark of complete education. But if it be true, as I think it is, that the great business of a university is not to make scholars but to make men, that it is not enough to fasten their down like geese and stuff their craniums as full as they can hold, but to make them useful citizens, and high-minded patriots, it will be a long time before the world again prefers the learning of Bonn, Heidelberg, and Berlin to that of Oxford, Cambridge, and London. All these things you will get with this other great gift that has been alluded to, a knowledge of English life and English ideals, not an intimate knowledge of English people. No more sublime confession ever visited the brain of man, I think, than that which lay behind the purpose of Cecil Rhodes and the foundation of the Rhodes scholarships. (Cheers.) I wish he might have found an imitator by this time among the well-intentioned philanthropists of the United States, and I hope this gathering to-night is but the indication of a great army of American students that will visit these ancient seats of learning in Great Britain, and will evoke a reciprocal response from a like army of Britons visiting the United States. (Cheers.) I would like to see an exchange of professorships, multiplied and re-multiplied. I would like to see courses instituted in our institutions for the study of each other's history, customs, and methods of government.

I echo the wish of the Lord Chancellor that wherever a voice is raised against Great Britain you may be ready to speak in her defence, and that you may carry from this country the story of her splendid services and sacrifices in this great war for human liberty and freedom. (Cheers.) There is upon all of us from the day we enter the university till we leave it, and from the day we leave it till the going down of the sun, a peculiar obligation that we can never escape. If feudalism left us anything worth while it was the deathless motto of the old nobility: "Noblesse oblige." The university men of Great Britain and the United States undoubtedly have in their keeping the ideals, if not the destinies, of their people. In these four years that have passed our people have been lifted up to great heights of idealism and sacrifice. They have gone out of the valley of self-seeking and trod the very peaks of devotion and patriotism, bloody though they were. What a tragedy would overcome the human race if these great ideals should be lost or forgotten now that the triumph has been won. If no other task were permitted to you than the preservation of this heritage, that task would warrant all our exertion. (Cheers.)

CZERNIN'S SECRETS.
THE SERAJEVO TRAGEDY.

[FROM "THE DAILY TELEGRAPH'S" CORRESPONDENT.]

New York.

The secret correspondence of Count Czernin, late Foreign Minister of Austria-Hungary, which has come into the hands of Mr. George Creel, former Chairman of the Government Committee on Public Information, indicates that the Archduke Franz Ferdinand, heir-apparent to the throne of Austria, was assassinated as the result of a German-Magyar conspiracy against him, and because he was considered a rival of the then German Emperor, William. From the documents and letters now in the hands of the State Department, Mr. Creel declares, it will be shown that Franz Ferdinand was planning to build up a strong Austria, which would eventually emancipate itself from the influence of Berlin. This was blocking Berlin's plan for expansion toward the East, and the Berlin Government came to an understanding with the Budapest Government to offset Franz Ferdinand's plans. With this object, the Kaiser's son, Prince Eitel Friedrich, was selected to study the Magyar language and make friends among the Magyar nobility.

"Although no positive proof is found from the documents in hand as to a conspiracy to kill Franz Ferdinand," says Mr. Creel, "it is sufficiently evident that there was no conspiracy in Serbia for that purpose." On the contrary, it is disclosed that Franz Ferdinand was rather a friend of Serbia, and had incurred the hatred of the Magyars as he knew of the conspiracy between Berlin and Budapest.

When the full correspondence is published, Mr. Creel declares, the disclosures will make both Emperors, German as well as Austrian, absolutely impossible among their own people. The documents will expose the intrigues of the Habsburgs against the German Imperial family, as well as the intrigues of the Kaiser against the Habsburgs.

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| SHANGHAI & "SINGAPO" | "YINGCHOW" | On 12th June, 8 P.M. |
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|----------------------------------|---------|-----------------------|
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LONDON & ANTWERP via Singapore, Penang, Colombo, Suez & Port Said.

| | | |
|-------------------|---------|---------------------|
| YOKOHAMA MARU ... | Friday, | 13th June, at Noon. |
| TAMBA MARU ... | Friday, | 27th June, at Noon. |

MELBORNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

| | | |
|----------------|------------|-----------------------|
| TANGO MARU ... | Wednesday, | 25th June, at 11 A.M. |
| NIKKO MARU ... | Wednesday, | 23rd July, at 11 A.M. |

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

| | | |
|-----------------|---------|------------|
| TOKIWA MARU ... | Sunday, | 15th June. |
|-----------------|---------|------------|

BOMBAY & COLOMBO via Singapore.

| | | |
|------------------|-----------|--------------|
| KOSOKU MARU ... | Saturday, | 14th June. |
| SHINRYU MARU ... | ... | end of June. |

CALCUTTA & RANGOON via Singapore & Penang.

| | | |
|------------------|-----|-----------------------|
| RANGOON MARU ... | ... | Wednesday, 25th June. |
|------------------|-----|-----------------------|

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

| | | |
|----------------|-----------|-----------------------|
| NIKKO MARU ... | Saturday, | 21st June, at 11 A.M. |
| AKI MARU ... | Saturday, | 19th July, at 11 A.M. |

SHANGHAI, KOBE & YOKOHAMA.

| | | |
|--------------------------------------|----------|-----------------------|
| MISHIMA-MARU (omitting Yokohama) ... | Tuesday, | 10th June, at 11 A.M. |
| SADO MARU ... | Monday, | 18th June, at 11 A.M. |

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| KOROKA MARU ... | 9,000 | June 25th. |
| NIPPON MARU ... | 11,000 | July 7th. |
| TENYO MARU ... | 9,000 | July 20th. |
| SIBIRIA MARU ... | 9,000 | July 29th. |
| SHINYO MARU ... | 9,000 | Aug. 13th. |

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| KIYO MARU ... | 17,000 | July 14th. |
| ANYO MARU ... | 18,500 | Sept. 10th. |
| SRIYO MARU ... | 14,000 | Nov. 4th. |

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| | "ANDRE LEBON" ... 22,000 | On or about 24th July |
| | "PAUL LECAT" ... 22,000 | On or about 18th Aug. |

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